



CHRYSLER
CANADA LTD.

AR08

*1972
Annual
Report*

file



Board of Directors

F. R. Bibeau
J. H. Coleman
C. O. Hurly
R. F. Kiborn, Q.C.
G. A. Lacy

J. H. McGivney, Q.C.
J. G. McKenzie
R. D. McLaughlin
C. W. Sanders
R. W. Todgham

Officers

R. W. Todgham, *President*
R. D. McLaughlin, *Executive Vice-President*
C. O. Hurly, *Vice President—Marketing*
G. A. Lacy, *Vice President—Manufacturing*
C. W. Sanders, *Vice President and Comptroller-Treasurer*
R. F. Kiborn, Q.C., *General Counsel and Secretary*

Auditors

Touche, Ross & Co., Toronto

Manufacturing Plants

Windsor Car Assembly Plant, *Windsor, Ontario*
Windsor Truck Assembly Plant, *Windsor, Ontario*
Windsor Engine Plant, *Windsor, Ontario*
Windsor Spring Plant, *Windsor, Ontario*
Etobicoke Casting Plant, *Etobicoke, Ontario*
Ajax Trim Plant, *Ajax, Ontario*

National Parts Depot

Mississauga, Ontario

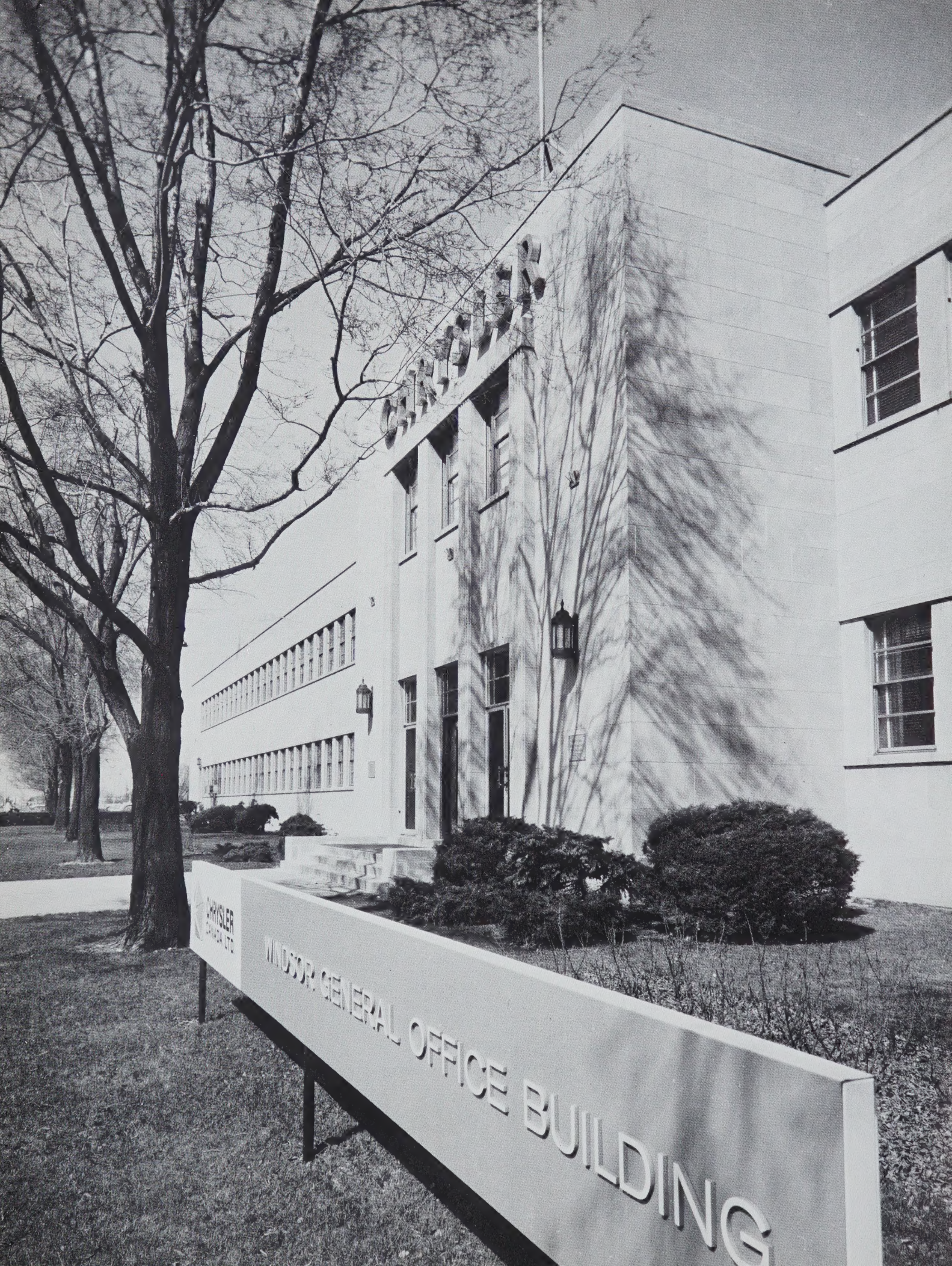
Zone Offices and Parts Depots

Atlantic Zone, *Moncton, New Brunswick*
Quebec Zone, *Pointe Claire, Quebec*
Ontario Zone, *Mississauga, Ontario*
Prairie Zone, *Winnipeg, Manitoba*
Alberta Zone, *Red Deer, Alberta*
Pacific Zone, *Vancouver, British Columbia*

Cover:

Chrysler New Yorker Brougham 2 Door Hardtop.

*On peut se procurer l'édition française de ce rapport en
écrivant au Secrétaire, Chrysler Canada Ltée, Chrysler
Centre, Windsor, Ontario.*



Message from the President

During 1972 Chrysler Canada Ltd. established new records in sales, earnings, production and employment.

Factory sales of the company's products for the twelve-month period ending December 31, 1972 were a record \$1.5 billion, 18.9 per cent above the previous record of \$1.3 billion established in 1971.

Net earnings after taxes were \$41.5 million or 2.7 per cent of sales compared with \$26.5 million or 2.1 per cent of sales a year earlier.

Both sales and earnings reflect not only increased retail deliveries of passenger cars and trucks by the company's dealers across Canada in 1972, but also substantially increased volumes of passenger cars, trucks, engines, springs, trim sets and aluminum castings sold to Chrysler Corporation, Detroit.

Retail deliveries of passenger cars by our dealers in Canada during 1972 were a record 163,596, up 15.7 per cent from the 1971 total of 141,457, and more than 11 per cent above the previous record of 146,808 established in 1968.

Truck sales by our dealers in 1972 were a record 29,091, an increase of 54 per cent over the previous record of 18,837 set in 1971.

New records were also achieved in our passenger car and truck assembly plants. During 1972 production of passenger cars reached 265,773, compared with 232,749 the previous year, and truck production totalled 26,438 compared with the previous record of 17,010 units produced in 1971.

Engine production during the year was 508,345 against 456,943 in 1971. Spring production was up more than 20 per cent to 2,049,487. Our aluminum casting plant at Etobicoke produced a record 8.2 million pistons in 1972 against 7.2 million the previous year, and showed an overall increase in aluminum tonnage for both pistons and die castings of more than 2,000 tons. At Ajax our trim plant produced 747,568 cushion and seat back cover sets compared with 703,376 in 1971, and showed a 12 per cent increase in total production of automotive interior trim components.

Employment in our plants and offices continues at its highest level in the company's 48-year history, and at the year end was approximately 14,300, some 800 more than at the same time a year earlier.

During 1972 two outside members were elected to the Board of Directors. These are John H. Coleman, Deputy Chairman and Executive Vice President, The Royal Bank of Canada, and Fernand R. Bibeau, President of Schokbeton Quebec Inc. Both bring to our Board of Directors specialized experience gained in their respective fields, together with that attained in serving on the boards of directors of a number of other companies in Canada and the United States.

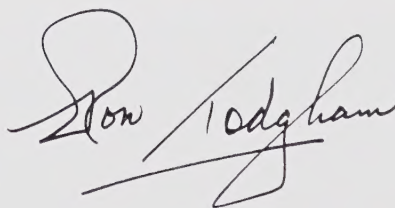
Net current assets on December 31, 1972 were \$308 million, compared with \$284 million a year earlier. Purchases of property, plant and equipment were \$6.6 million in 1972 compared with \$6.9 million in 1971. Expenditures for special tools were \$14 million in 1972, against \$7.4 million in 1971.

Shareholders' investment at year end was \$219 million compared with \$237 million a year earlier.

On behalf of the Directors and Management of Chrysler Canada Ltd., we wish to express our deep regret at the death of Joseph B. Neal. He was a valued member of the Board of Directors for more than a decade, and his counsel will be missed.

Although unemployment and inflation continue to be this country's primary domestic concerns, with few reservations it seems clear that the vigorous economic performance Canada experienced in 1972 should continue through 1973. The overall market for passenger cars should exceed 860,000 units and the market for trucks should continue to advance to more than 200,000 units.

With its tradition of engineering excellence, and further striving for improved customer service, our company remains confident that in the year ahead it will continue to expand its share of this steadily increasing market.

A handwritten signature in black ink, appearing to read "Ron Todgham". The signature is stylized with a large loop at the beginning and a long, sweeping underline.

Ron W. Todgham
President



CHRYSLER
CANADA LTD.

Highlights

Historical

Now in its 48th year as a senior member of the Canadian industrial community, Chrysler Canada Ltd., was incorporated in June, 1925 as Chrysler Corporation of Canada Ltd., successor to the former Maxwell-Chalmers Motor Co. of Canada. Its name was changed to Chrysler Canada Ltd. in 1963, and four years later the Canadian subsidiary became part of the newly-formed U.S. and Canadian Automotive Group. Ron W. Todgham has headed Chrysler Canada as its President since 1956.

Chrysler Canada's dealers sold a record 192,687 vehicles in 1972, establishing new all-time sales records for both passenger cars and trucks.

In its first year of operation, Chrysler Canada built 7,857 units. Employment totalled 181 and the company had 61,000 square feet of floor space in its Windsor plant. In contrast, Chrysler Canada in 1972 produced a record 292,211 passenger cars and trucks

and more than half a million engines. Employment reached a record 14,400 and the company presently has more than 3.7 million square feet of manufacturing floor space.

Chrysler Canada's Windsor Passenger Car Assembly Plant has 2.2 million square feet and the adjacent Windsor Engine Plant an additional 717,000 square feet. The Windsor Truck Assembly Plant has 345,000 square feet of floor space. Other Chrysler Canada Ltd. production facilities include a Windsor spring plant, a trim plant at Ajax, near Toronto, and an aluminum castings plant in Etobicoke, also near Toronto.

In 1972 Chrysler Canada Ltd. opened Canada's largest and most modern automotive parts depot in Mississauga, Ont. This replaced the Company's former national parts depot at Rexdale, Ont., near Toronto International Airport. The Mississauga facility is also headquarters for the Ontario Zone offices.



Dodge Monaco
Like all North American Chrysler-built cars, Dodge Monaco has the new Electronic Ignition System as standard equipment. Conventional points and condenser are eliminated to make the system practically maintenance-free. Provides for faster starts in all kinds of weather.

Since the Canada-United States Automotive Trade Agreement was signed in 1965, Chrysler Canada has realigned its production facilities and has increased its automotive exports to the U.S., to participate in the expanded, North American automotive market this historic pact created. Under the Autopact, Chrysler is able to manufacture vehicles for sale in either the U.S. or Canada without tariff restrictions as long as the value of exports and imports between the two countries is equated. This agreement has resulted in more effective use of manufacturing and assembly facilities in both countries.

The tables on page 18 show the growth in the number of vehicles built for export between the two countries.

Corporate Responsibilities

Chrysler Canada Ltd. takes pride in its record of meeting its public responsibilities in communities where it has major concentrations of employees and also in public service on the national level. The company is equally

proud of the direct contributions in time and money made by its employees.

In addition to a comprehensive education improvement program for employees, Chrysler Canada Ltd. provides direct financial support to Canadian universities and colleges, in recent years having contributed more than \$1 million to the development programs of some 28 universities across Canada.

The company also provides substantial financial assistance to other public programs including hospital building funds, cultural advancement programs and community service projects, and in many cases supports these undertakings with the direct personal involvement of senior company representatives.

Possibly the most outstanding continuing example of company and employee co-operation in the area of community service is the Greater Windsor United Fund. In the past three years, Chrysler Canada Ltd.

employees have pledged more than \$1,075,000 to Windsor's annual United Fund campaign, and the company has made donations totalling more than \$248,000 to this fund. More than 600 Chrysler employees—both union and management—conducted plant canvasses during Windsor's 1972 United Fund drive and 40 management and union executives contributed their talents to make this campaign among the most successful of its type in North America. Chrysler Canada provides support on a relative scale for United Appeal and other public service campaigns in many other Canadian centres.

The company has been a steady supporter of Junior Achievement, a learn-by-doing economic education program in which high school students organize, finance, and manage their own small-scale business under guidance of adult advisers from business and industry, ever since Junior Achievement came to Canada in the mid-1950's.



*Plymouth Satellite Sebring
A combination of Unibody
construction, torsion bar
suspension and a new sound
isolation system provides a
torsion-quiet ride on
Chrysler-built intermediates
and full-sized models. Front
disc brakes are standard.*

Chrysler people representing all levels of employment are noticeably active in public service endeavours in the various communities in which they live. Their enthusiastic, dedicated service on boards of education, hospital boards, utilities commissions, service clubs and youth organizations is deeply appreciated by the Board of Directors.

Aid to Education

Approximately 1,000 Chrysler Canada Ltd. employees are enrolled in various company-sponsored educational improvement programs currently ranging from secondary school studies through university to the doctorate level.

Under the Tuition Refund Program, approximately 600 employees attending college or university receive individual assistance of up to \$500 a year. Additional groups benefit from the company's affiliation with St. Clair College of Applied Arts and Technology, now in its sixth year, under which St. Clair College

professors provide instruction programs in various forms of mechanical technology. Also some 36 employees are enrolled in the high school upgrading program, which ranges from Grade 9 through Grade 12. During the past year, 25 sons and daughters of Chrysler Canada Ltd. employees, dealers and dealership personnel, received Chrysler scholarships worth a total of \$25,900. Since 1964 when this program was launched, 230 young people have participated, 84 of whom are still in undergraduate courses at various universities across Canada, under the Chrysler scholarship plan.

New Piston Pouring Process

Chrysler has applied for patents on a new, fully-automated piston pouring process now being employed in Chrysler Canada's modern aluminum casting plant in Etobicoke, near Toronto.

Developed over a period of six years by Etobicoke Casting Plant employees, this new process, which is unique in

the metal casting industry, went into initial operation at the Etobicoke plant in mid-1971. The last manual piston pouring operation in the plant was recently replaced by one of these automatic piston pouring machines.

Chrysler hopes to interest other manufacturers worldwide in obtaining licencing arrangements to use this Chrysler-developed process. Besides reducing the cost of producing aluminum pistons for passenger car engines, the new process also improves the operation from a human point of view by eliminating what was formerly a tedious, manual job and permitting the worker to broaden his responsibility by monitoring machine operation. More consistent quality control is also obtained through this new process.

Each of the pouring centres consists of a holding furnace, four piston moulds and an articulated pouring ladle that swings through a 180-degree arc on each production cycle.



*Fury Sport Suburban
 Chrysler-built intermediate and
 full-sized wagons come in
 two-seat and three-seat versions.
 All will carry a 4' x 8' sheet of
 plywood flat on the floor.
 Three-way tailgates are standard.*

A 4,500 square foot addition is also being made to the Etobicoke Casting Plant, which annually produces more than 8,000,000 pistons and other aluminum automotive components for Chrysler plants in Canada and the United States.

Dealers

Chrysler passenger cars and trucks are marketed in Canada by 646 dealers across the country.

These dealers are independent businessmen who maintain large investments in sales and service facilities, and vehicle and parts inventories. Their combined investment is approximately \$100 million, and they provide employment for more than 15,000 Canadians.

In addition there are 80 Autopar distributors who market automotive products through a variety of passenger car and truck service outlets.

Canadian Suppliers

Even though Chrysler Canada Ltd.,

manufactures many of the components required for its production lines, the company still depends on more than 2,500 Canadian suppliers for additional materials, supplies, and services.

The products of Canadian steel plants, rubber and glass factories, chemical, paint and textile plants and many more are used by Chrysler Canada Ltd.

In 1972, the company spent more than \$200 million dollars with Canadian vendors and carriers.

National Parts Depot, Mississauga

In September, 1972, the company officially opened Canada's largest and most modern automotive parts depot in the Erin Mills New Town development in Mississauga, near Toronto. The new National Parts Depot is also headquarters for the company's Ontario Zone vehicle sales, fleet, leasing, service and service training operations.

The 805,000 square-foot building replaces Chrysler's former National Parts Depot in Rexdale, near Toronto

International Airport. The Rexdale property has been sold.

The new steel and brick structure, on an attractively landscaped 57-acre site, has 775,000 square feet of warehouse floor space and 30,000 square feet of office space. Provision has been made for eventual expansion of the warehouse area to 1,400,000 square feet.

The huge parts depot incorporates many new and unique concepts in parts storage and retrieval. Part of the in-plant material handling system utilizes driverless tractor-trains with automatic loading and unloading capabilities, which service high-bay parts storage bins. An electronic data processing centre is linked to a master computer at Chrysler's head office in Windsor. An internal communications system, consisting of a network of pneumatic tubes, intercoms and closed-circuit television, provides full control of more than 175,000 vehicle parts and facilitates rapid dealer order processing.



*Dodge Dart 340
Chrysler-built compact cars are Canada's most popular compacts. The sliding sun roof feature is available on many of the Company's models. Front disc brakes are standard on compacts except on six-cylinder Darts and Valiants.*



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Chrysler Canada Ltd. also has zone parts depots in Moncton, N.B., Montreal, P.Q., Winnipeg, Man., Red Deer, Alta., and Vancouver, B.C.

Chrysler Trouble Shooting Contest

Now in its fourth year, the Chrysler Trouble Shooting Contest represents a unique and practical approach to the problem of a shortage of qualified automotive service technicians.

The objective of the Chrysler Trouble Shooting Contest, which is sponsored by Chrysler Canada Ltd. and its dealers, is to encourage technically-minded secondary school students to pursue careers in automotive service.

Since its inception in 1970 as a regional event which attracted 15 schools, the Chrysler Trouble Shooting Contest has developed into a recognized national competition that in 1972 drew student teams from 263 secondary and vocational schools from coast to coast.

Each participating school selects two auto mechanics students for its Trouble Shooting team. The regional and national contests consist of a written examination followed by a practical mechanical test. Each team is assigned a new Dodge or Plymouth that has been deliberately tampered with by Chrysler service experts. Teams race the clock to find the problems and get their car repaired and running again.

The Chrysler Trouble Shooting Contest student teams compete for prizes, trophies, tools and automotive components for their schools. Scholarships totalling \$6,000 are awarded to winners in the National Finals. Each team that makes it to the Nationals also receives a complete set of tools and an assortment of automotive components for its school.

In 1972, regional competitions were held in 17 major centres, and a team representing the Lindsay Thurber Composite High School in Red Deer, Alta., won the National Finals held in Montreal.

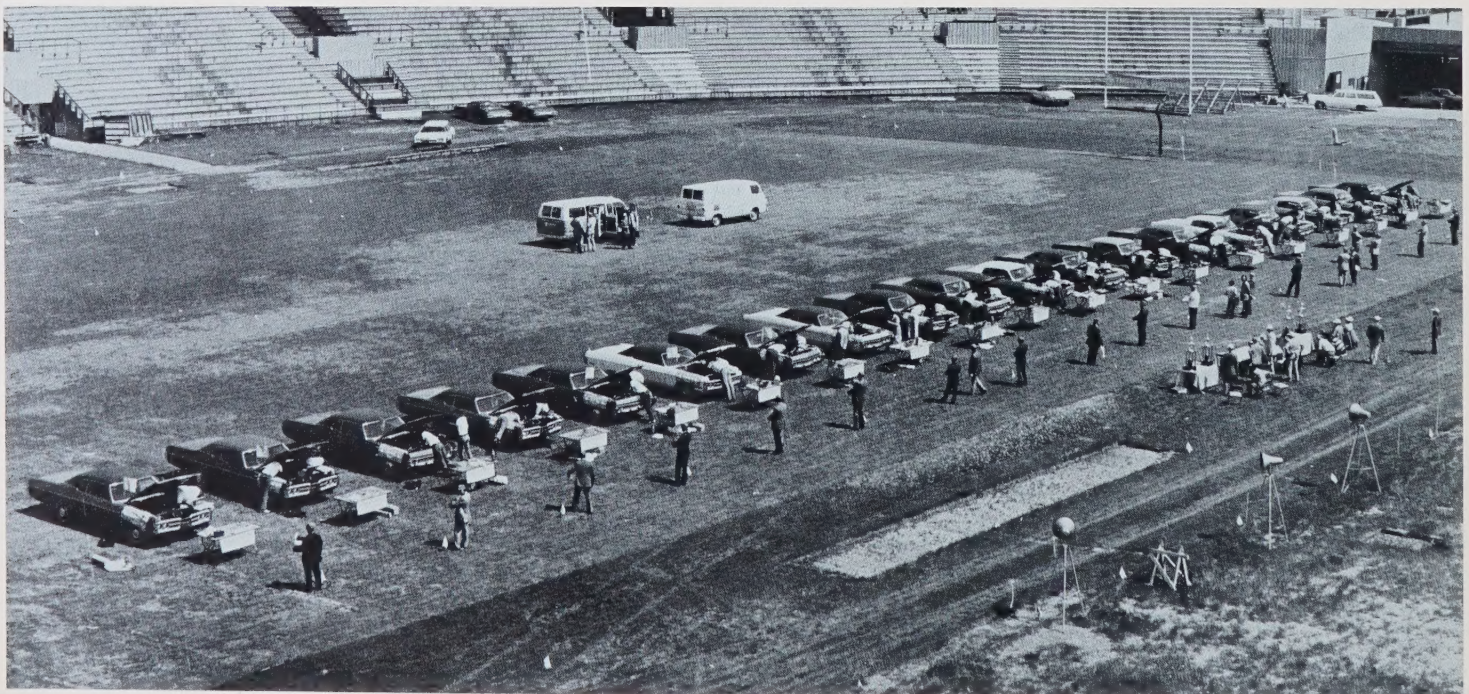
Pollution Control

Chrysler Canada Ltd. is proud of its continuing program to control pollution and emissions of all types from its products and plants.

All of the company's 1973-model passenger cars and light duty trucks have as standard equipment a Cleaner Air System (CAS) that was designed by Chrysler to control emissions. Hydrocarbon emissions have been reduced more than 80 per cent, compared with uncontrolled vehicles, and emissions of carbon monoxide have been reduced more than 70 per cent. Oxides of nitrogen have been reduced by 50 per cent.

A multi-million dollar waste treatment plant was completed three years ago, to process liquid waste from Chrysler Canada's Windsor Engine Plant, and

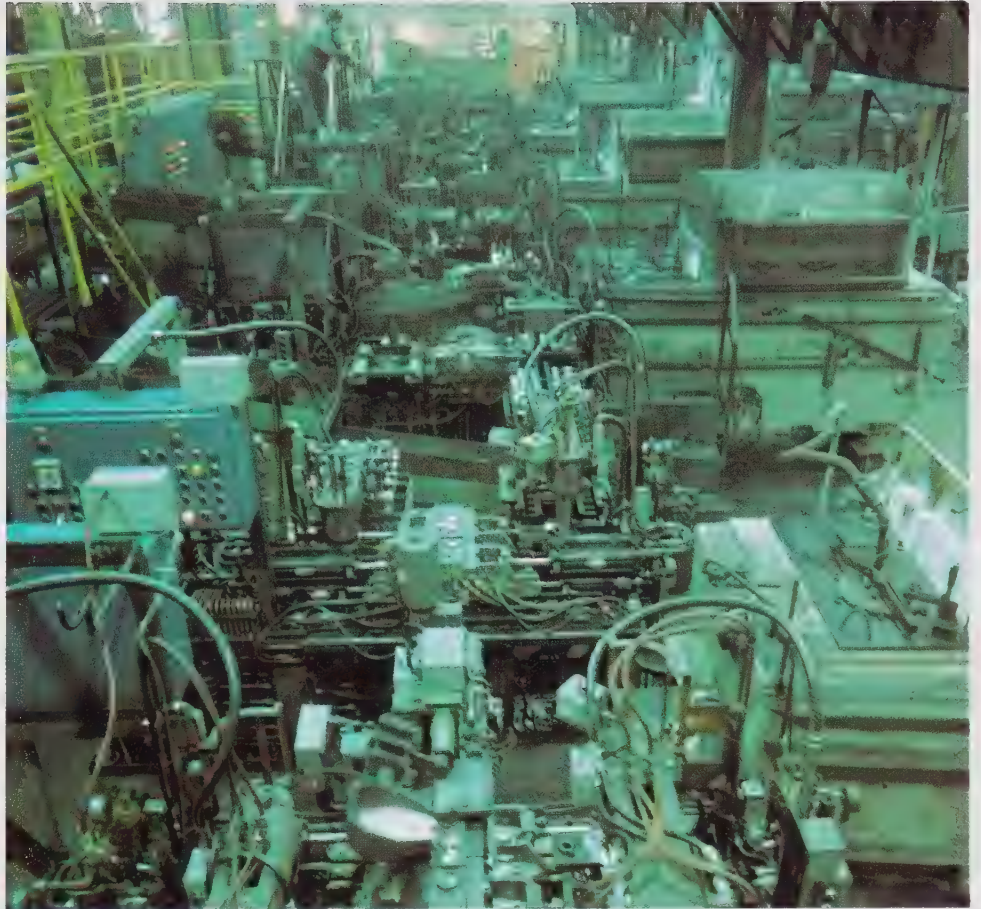
Regional Trouble Shooting Contests were held in seventeen centres in Canada in 1972. Pictured below are contestants in the National Finals held in Montreal, Quebec.



the company's power house has been converted from coal-fired to natural gas operation. In addition, all major phosphate wash solutions have been eliminated from the engine plant, and sludge from paint booths is now incinerated.

Also, beginning with 1973 model-year production, Chrysler Canada Ltd. became the first company in the Canadian automotive industry to introduce a new, non-aqueous dispersion solvent in its paint. This move has reduced by some 85 per cent the volume of aromatic hydrocarbons—the components in atmospheric photosynthesis that may cause eye irritation—vented into the atmosphere from the paint operation.

In 1972 over eight million pistons were cast at the Etobicoke Casting Plant. Pictured is the fully-automated pouring equipment used in the unique process which was developed by Etobicoke Casting Plant employees.



This waste treatment facility in Windsor was designed and engineered to handle the industrial and storm water which emanates from the plants at Chrysler Centre. A municipal sewage treatment plant of the same size would service a community of 25,000 people or more.



Chrysler Canada Ltd. Statement of Net Earnings

Year ended December 31

	1972	1971
Net sales	\$1,536,200,197	\$1,291,845,235
Gain on exchange rate fluctuations	2,574,280	3,892,286
Equity in net earnings (loss) of unconsolidated subsidiaries	973,724	(432,810)
Other income and deductions	3,051,843	1,001,249
	<u>1,542,800,044</u>	<u>1,296,305,960</u>
Cost of goods sold, other than items below	1,407,623,471	1,192,288,647
Depreciation of plant and equipment	7,926,642	8,552,344
Amortization of special tools	15,301,000	14,503,300
Selling and administrative expense	19,349,820	16,912,663
Provision for incentive compensation plan	350,000	—
Pension and retirement plans	13,291,770	9,959,431
Interest on long-term debt	45,603	65,454
Taxes on income	37,436,000	27,503,000
	<u>1,501,324,306</u>	<u>1,269,784,839</u>
Net earnings	<u><u>\$ 41,475,738</u></u>	<u><u>\$ 26,521,121</u></u>

Statement of Net Earnings Retained for Use in the Business

Year ended December 31

	1972	1971
Balance at beginning of year	\$ 235,537,052	\$ 209,015,931
Net earnings	<u>41,475,738</u>	<u>26,521,121</u>
	277,012,790	235,537,052
Cash dividends paid	60,000,000	—
Balance at end of year	<u><u>\$ 217,012,790</u></u>	<u><u>\$ 235,537,052</u></u>

See notes to financial statements

***The Shareholders,
Chrysler Canada Ltd.***

We have examined the balance sheet of Chrysler Canada Ltd. as at December 31, 1972 and the statements of net earnings, net earnings retained for use in the business and changes in working capital for the year then ended. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion these financial statements present fairly the financial position of the company as at December 31, 1972 and the results of its operations and the changes in working capital for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Windsor, Ontario. February 2, 1973

Auditors' Report

Touche Ross & Co.
 Chartered Accountants

Balance Sheet

Year ended December 31

Assets	1972	1971
Current assets		
Cash	\$ 4,860,170	\$ 5,478,175
Marketable securities—at cost and accrued interest	26,973,161	25,766,614
Accounts receivable	39,850,287	27,738,740
Due from Chrysler Corporation and affiliated companies	144,211,646	133,639,070
Inventories—at lower of cost (first-in, first-out method) and net realizable value	75,012,710	76,999,227
Prepaid insurance, taxes and other expenses	2,709,587	2,655,288
Income taxes allocable to the following year	14,466,000	12,017,966
Total current assets	308,083,561	284,295,080
Investments and other assets		
Investment in and advances to unconsolidated subsidiaries	14,372,427	13,897,431
Income taxes allocable—non-current	8,758,000	6,927,000
Other non-current assets	9,814,042	5,177,048
Total investments and other assets	32,944,469	26,001,479
Property, plant and equipment		
Land, buildings, machinery and equipment—at cost	161,071,119	164,230,864
Less accumulated depreciation	92,421,588	92,141,204
	68,649,531	72,089,660
Unamortized special tools	181,505	1,486,870
Net property, plant and equipment	68,831,036	73,576,530
Total assets	\$409,859,066	\$383,873,089

On behalf of the Board

 C.W. Sanders, *Director*

 R.W. Todgham, *Director*

Year ended December 31

Liabilities and Shareholders' Investment	1972	1971
Current liabilities		
Accounts payable and accrued expenses	\$ 83,091,173	\$ 73,414,084
Due to Chrysler Corporation and affiliated companies	67,695,067	54,420,163
Sales and withholding taxes	15,429,546	4,661,054
Taxes on income	12,479,553	3,606,638
Total current liabilities	<u>178,695,339</u>	<u>136,101,939</u>
Other liabilities		
Other employee benefit plans	3,027,105	3,143,317
Unrealized profits on sales to unconsolidated subsidiaries	1,325,000	1,971,912
Other non-current liabilities	7,798,832	5,118,869
Total other liabilities	<u>12,150,937</u>	<u>10,234,098</u>
Shareholders' investment		
Capital stock authorized and issued 200,000 common shares, par value \$10 per share	2,000,000	2,000,000
Net earnings retained for use in the business	217,012,790	235,537,052
Total shareholders' investment	<u>219,012,790</u>	<u>237,537,052</u>
Total liabilities and shareholders' investment	<u>\$409,859,066</u>	<u>\$383,873,089</u>

See notes to financial statements

Statement of Changes in Working Capital

Year ended December 31

	1972	1971
Additions to working capital		
From operations		
Net earnings	\$41,475,738	\$26,521,121
Depreciation	7,926,642	8,552,344
Amortization of special tools	15,301,000	14,503,300
Increase in non-current income taxes	(1,831,000)	(2,350,000)
Equity in (net earnings) loss of unconsolidated subsidiaries	(973,724)	432,810
	<u>61,898,656</u>	<u>47,659,575</u>
Retirement of property, plant and equipment	2,139,221	1,123,052
Increase (decrease) in other liabilities	1,916,839	(996,309)
Total additions	<u>65,954,716</u>	<u>47,786,318</u>
Dispositions of working capital		
Cash dividends paid	60,000,000	—
Increase in investments and advances	474,996	2,016,979
Expenditures for property, plant and equipment	6,625,734	6,919,544
Expenditures for special tools	13,995,635	7,354,056
Increase in other non-current assets	3,663,270	2,961,694
Total dispositions	<u>84,759,635</u>	<u>19,252,273</u>
Decrease (increase) in working capital during the year	<u>\$18,804,919</u>	<u>(\$28,534,045)</u>
	Increase (Decrease) in Working Capital	
	1972	1971
Changes in components of working capital		
Cash and marketable securities	\$ 588,542	\$18,702,725
Accounts receivable	12,111,547	(1,409,847)
Due from Chrysler Corporation and affiliated companies	(2,702,328)	7,148,696
Currently payable and deferred taxes on income	(6,424,881)	15,236,824
Inventories	(1,986,517)	6,522,313
Accounts payable and accrued expenses	(9,677,089)	(17,923,321)
Sales and withholding taxes	(10,768,492)	(539,946)
Other	54,299	796,601
	<u>(\$18,804,919)</u>	<u>\$28,534,045</u>

Summary of Significant Accounting Policies

Principles of accounting

Investments in unconsolidated subsidiaries are, acquisition cost plus changes in equity in net assets from date of acquisition. Other investments are carried at cost or less.

Depreciation and tool amortization

Property, plant and equipment are carried substantially at cost less accumulated depreciation.

Depreciation is generally provided on an accelerated basis. The cost of special tools is amortized rateably on a basis designed to allocate the cost to operations during the years in which tools are used in the productive process.

Pension and other retirement benefits

Current service costs of pension plans are accrued and funded on a current basis. Prior service costs are amortized and funded over periods not exceeding thirty years.

The cost of continuing life insurance provided upon retirement is accrued in a manner similar to pension costs but is not funded. Health insurance cost for retirees is charged to income as applicable premiums are paid.

Taxes on income

Income tax expense is determined in a manner that recognizes the tax effect of all transactions included in the determination of pre-tax accounting income even though a transaction may affect taxable income in another period.

Inventories

Inventories are stated at the lower of cost or market, with cost determined substantially on a first-in, first-out basis.

Product warranty

Estimated lifetime costs of product warranty are accrued at the time of sale.

Investments in and advances to unconsolidated subsidiaries

This represents the company's investment stated at equity value in retail sales outlets, leasing company's and special products. During the year ended December 31, 1972 the company's investment in these unconsolidated subsidiaries decreased by the repayment of funds of \$457,027 and increased by their share of net earnings totalling \$932,023.

Other non-current assets

Included under this caption are income taxes of \$8,892,821 which have been paid in respect of reassessments which are under appeal. The ultimate liability (if any) cannot be ascertained at this time.

Directors and officers

Aggregate remuneration of the ten directors as directors amounted to

\$2,667 and the six officers amounted to \$336,688. Six of the officers are also directors.

Pension and retirement plan costs

The company has pension and retirement plans covering substantially all of its employees. The total expense of these plans during 1972 was approximately \$13,292,000 which includes amortization of the unfunded prior service costs over periods not exceeding twenty years.

As of January 1, 1972 the actuarially computed value of the vested benefits for the plans exceeds the total of those pension funds (at market value) by approximately \$53,639,000. The value of vested benefits at December 31, 1972 has not yet been determined.

Taxes on income

	1972	1971
Currently payable	\$41,484,000	\$30,786,000
Deferred taxes	4,048,000	3,283,000
	<u>\$37,436,000</u>	<u>\$27,503,000</u>

Property, plant and equipment

A summary by major classifications of property, plant and equipment follows:

	1972	1971
Land	\$16,488,999	\$17,377,699
Buildings	66,743,136	69,146,500
Machinery	66,727,390	67,745,132
Furniture	6,698,276	6,729,600
Construction in process	4,413,318	3,231,933
	<u>161,071,119</u>	<u>164,230,864</u>
Less accumulated depreciation	92,421,588	92,141,204
	<u>68,649,531</u>	<u>72,089,660</u>
Unamortized special tools	181,505	1,486,870
Net property, plant and equipment	<u>\$68,831,036</u>	<u>\$73,576,530</u>

Retail Sales of Passenger Cars & Trucks

Calendar Year	Passenger Cars	Car Mkt. Share %	Trucks	Trucks Mkt. Share %
1968	146,808	23.5	16,001	11.6
1969	136,645	21.9	16,365	11.3
1970	124,436	25.9	15,824	13.0
1971	141,457	24.4	18,837	13.2
1972	163,596	25.3	29,091	15.7

New Vehicle Shipments

Years	Cars Built in U.S. for Canada		Cars Built in Canada for U.S.	
	Total Industry	Chrysler Products	Total Industry	Chrysler Products
1968	288,610	87,353	480,254	149,432
1969	286,392	87,181	676,765	158,030
1970	245,746	97,914	681,872	208,585
1971	352,130	110,246	779,769	202,785
1972	382,463	120,165	836,630	223,558

Years	Trucks Built in U.S. for Canada		Trucks Built in Canada for U.S.	
	Total Industry	Chrysler Products	Total Industry	Chrysler Products
1968	47,559	3,134	145,258	4,331
1969	60,257	8,034	197,551	7,092
1970	53,646	13,004	157,532	7,671
1971	69,026	16,384	166,709	13,987
1972	94,453	27,026	204,405	22,438

Production Chrysler Canada Ltd.

	1972	1971
Cars	265,773	232,749
Trucks	26,438	17,010
Engines	508,345	456,943
Springs	2,049,487	1,694,956
Cushion and back cover sets	747,568	703,376
Aluminum		
Die Castings (Tons)	8,868	7,477
Pistons (Tons)	6,234	5,586
Total (Tons)	15,102	13,063
Pistons (Units)	8.2 million	7.2 million

Additional copies of this Annual Report may be obtained on request by writing to:
 The Secretary,
 Chrysler Canada Ltd.,
 P.O. Box 60,
 WINDSOR, Ontario.
 N9A 4H6



Dodge Club Cab Pickup
This is a new model that provides an additional 34 cubic feet of space behind the seat. The space can be used for storage of sports equipment, tools or many other items.



Dodge Tradesman Van
This popular vehicle is the best selling model in Dodge Truck history. Has many exclusive features such as the Electronic Ignition system as standard equipment.



Dodge Kary Van
This new light duty van is available in 10 and 12 foot body lengths, two body widths and single or dual rear wheels. Available as a chassis for motor home installation.



Dodge Camper Special
Extra care in engineering makes the Camper Specials the ideal pickup for camper body installation. Camper wiring harness, increases engine cooling capacity and many other items are included in the package.

